

SDMS # 22206520

## PARR-RICHMOND INDUSTRIAL CORPORATION

No. 1 Drumm Street  
San Francisco  
Zone 11

July 28, 1948

Colonel S. W. Karrick  
Corps of Engineers  
U. S. Army  
74 New Montgomery Street  
San Francisco, California

Dear Colonel Karrick:

We have received the following information from Mr. C. E. Clarke, Vice-President of the Standard Dredging Corporation of New York, concerning testimony presented by the American Merchant Marine Institute before the River and Harbor Committee of Congress during June of last year relative to proposed improvements in Atlantic and Gulf Coast ports:

The American Merchant Marine Institute, an organization of shipowners, which represents a majority of the ocean-going fleet under the American flag, retained Mr. Theodore Knappen, Consulting Engineer, who, with his associates, is practically the sole consulting engineer for Standard Oil Company of New Jersey and its subsidiaries.

Mr. Knappen, in his testimony, stated that during the war years those harbor improvements for which Congress had appropriated money were never consummated, and that the funds appropriated therefore were turned into other channels; further, he felt that because of this condition and the tremendous growth of the merchant marine during the war years and the improvement in merchant marine carriers during the same years, these improvements should be given serious consideration for immediate consummation.

Mr. Knappen, listed the harbors in the Atlantic and Gulf Coast ports which must be improved and, in addition, listed recommendations for the type of improvements. In these recommendations the requirements for the depth of the channels were from 32' to 36', backed up by the following reasons:

1. During the war years a new type of tanker was developed, called a T-2 class, which is 525' long, 16,600 tons deadweight capacity, drawing over 30' of water fully loaded and having a beam of almost 70'. In addition to the T-2 tankers, quite a large number of larger tankers with a length of 600', beam of 80' and deadweight capacity of over 20,000 tons, with drafts up to 32', have been built or are under construction.

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2. It was also cited that general cargo ships draw up to 32' and have a length of about 500'.
3. The construction of these large tankers and other large vessels, which comprise the bulk of Merchant Marine today, results in very economical transportation and annual savings to the country, through the use of these vessels for transportation, runs into many millions of dollars - possibly as many as \$100,000,000 - providing adequate harbor facilities are available.

A further statement made by the American Merchant Marine Institute was that during the war years much of the normal maintenance and many of the proposed improvements for harbors which were not required for war purposes were postponed and, as a result, there has been a considerable deficit in harbor improvement and maintenance work, and when this is considered in the light of the modernized merchant marine, it becomes extremely urgent to provide funds for the improvement of the harbor system of the country. They further stated that now is the time to make the improvements for rehabilitation of harbors, rather than to cut off any appropriations, if we are going to have a harbor system in shape to meet the great flood of post-war commerce.

The American Merchant Marine Institute, through Mr. Knappen, submitted a list of improvements requesting \$33,346,000.00 for harbor work, and final enactment appropriated \$12,505,000.00 of the work requested. The Institute also requested, for the same harbors, \$23,270,000.00 worth of maintenance, and the projects requested by them were allowed \$6,544,000.00 by the Congress. This work was carried out although it was not included in the budget of the Congress at that particular time.

In view of the importance the River and Harbor Committee attached to this testimony in proceeding with work on the Atlantic & Gulf Coast ports, we thought this information might prove of interest to you and are sending it along with this thought in mind.

Sincerely yours,

FAIR-RICHMOND INDUSTRIAL CORPORATION

H. J. HOEHN, JR.

ADMINISTRATIVE  
ASSISTANT

H. J. Hoehn, Jr./d